





## Shipping—Steamers.

## HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

## HONGKONG-CANTON LINE.

S.S. "HONAM,"	2,365 tons	Captain H. D. Jones
"POWAN,"	2,338 "	" W. A. Valentine.
"FATSHAN,"	2,260 "	" R. D. Thomas.
"HANKOW,"	3,073 "	" C. V. Lloyd.
"KINSHAN,"	1,995 "	" J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River, Special attention is drawn to their Superior Saloon and Cabin accommodation.

## SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,998 tons, Captain G. F. Morrison, R.M.R. Departures from Hongkong to Macao on week days at 2 P.M., on Sundays at Noon, except when otherwise notified by Express.

Note: During the summer months the time of leaving fluctuates to suit the tide at Macao. Special Summer Time-table.

Departures from Macao to Hongkong daily at 8 A.M.

## CANTON-MACAO LINE.

S.S. "KINSHAN," 2,119 tons, Captain T. Hamlin.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M., and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

## CANTON-WUCHOW LINE.

S.S. "SAINAM," 488 tons, Captain J. Willox.

"NANNING," 599 tons, Captain C. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., calling at Yunkai, Mahoning, Kanchuk, Kau-Kong, Samshui, Howlik, Shui-Hing, Luk-Po, Luk-Ts, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES:—Canton to Wuchow, Single \$15.00, Return \$25.00.  
Canton to Tak Hing, Single \$12.50, Return \$21.00.  
Canton to Samshui, Single \$7.50.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,

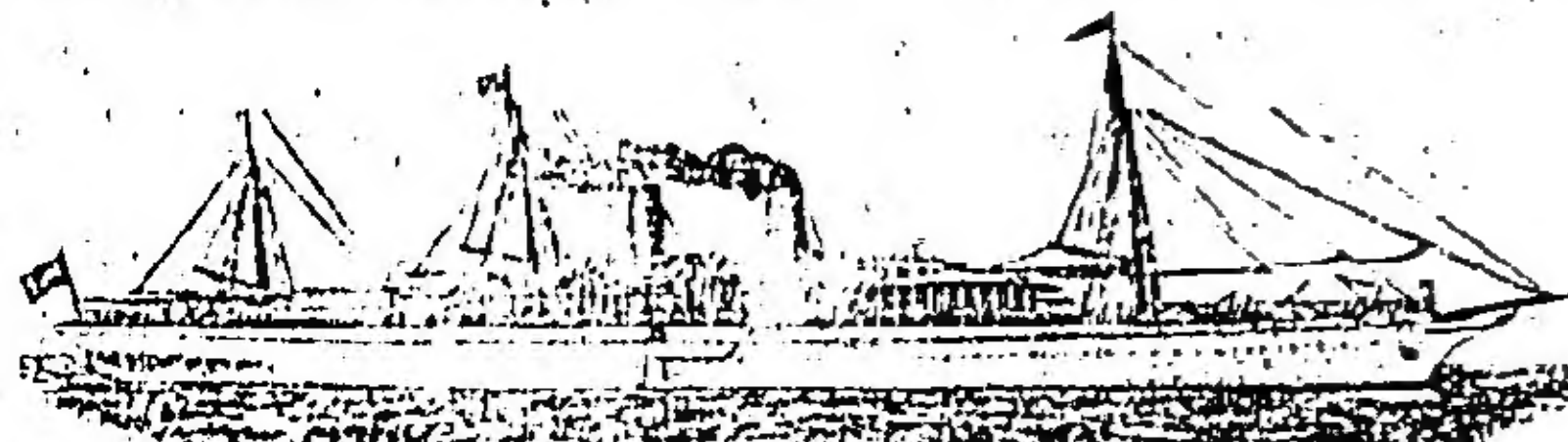
Hotel Maritimo, (First Floor) opposite the Hongkong Hotel,

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 31st March, 1906.

## CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



## Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of 12 Days across the Pacific is the "Empress Line," Saving 3 to 7 Days Ocean Trial.

12 Days YOKOHAMA TO VANCOUVER. 21 Days HONGKONG TO VANCOUVER.

## PROPOSED SAILINGS. (Subject to Alteration).

R.M.S.	Tons	Leave Hongkong	Arrive Vancouver
"ATHENIAN"	1,440	WEDNESDAY, April 11	May 5
"EMPRESS OF INDIA"	1,400	WEDNESDAY, April 18	May 9
"MONTEAGLE"	5,500	WEDNESDAY, May 2	May 26
"EMPRESS OF JAPAN"	6,000	WEDNESDAY, May 9	May 30
"TARTAR"	4,425	WEDNESDAY, May 23	June 16
"EMPRESS OF CHINA"	6,000	WEDNESDAY, May 30	June 20

THE Quickest route to CANADA UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the COMPANY'S PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Hongkong to London, 1st Class, £40.00. 2nd Class, £25.00. 3rd Class, £15.00. Hongkong to London, Intermediate or 1st Class Rail, £40.00.

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to D. E. BROWN, General Agent, Hongkong, 28th March, 1906. Corner Pedder Street and Praya, opposite Blake Pier. [13]

## HAMBURG-AMERIKA LINIE.

OSTASIATISCHER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

## PROPOSED SAILINGS FROM HONGKONG. (Subject to Alteration).

STEAMERS.	DESTINATIONS.	SAILING DATES.	Freight and Passengers.
SCANDIA*	HAVRE, BREMEN and HAMBURG. (Calling at SPOR, PENANG and COLOMBO)	11th April	Freight and Passengers.
SLAVONIA	FOR ODESSA (DIRECT). (Calling at SINGAPORE and COLOMBO)	About 15th April	Freight.
SENEGAMBIA	HAVRE and HAMBURG. (Calling at SPOR, PENANG and COLOMBO)	18th April	Freight.
SEGOVIA	HAVRE and HAMBURG. (Calling at SPOR, PENANG and COLOMBO)	2nd May	Freight.
ISTRIA	MARSEILLES and HAMBURG. (Calling at SPOR, PENANG and COLOMBO)	8th May	Freight.
GIRARDIN	HAVRE, BREMEN and HAMBURG. (Calling at SPOR, PENANG and COLOMBO)	16th May	Freight.
SITHONIA	HAVRE and HAMBURG. (Calling at SPOR, PENANG and COLOMBO)	30th May	Freight.
ANDALUSIA	HAVRE and HAMBURG. (Calling at SPOR, PENANG and COLOMBO)	14th June	Freight.
VANDALIA	NEW YORK. (Calling at SPOR, PENANG and COLOMBO)	6th May	Freight.

\* Special attention of intending Passengers is drawn to the splendid accommodation of this steamer. Saloon and cabins amply lighted throughout by Electricity. Duly qualified Doctors are carried.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,

HONGKONG OFFICE,

Hongkong, 10th April, 1906.

King's Buildings.

## Mails.

## IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

## EUROPEAN LINE.

## STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUET, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

Steamers will also call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

Taking Cargo on Through Bills of Lading for all European, North and South American Ports.

## PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATE.
PRINZ REGENT LUITPOLD	WEDNESDAY, 11th April.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 25th April.
SACHSEN	WEDNESDAY, 9th May.
PRINZ HEINRICH	WEDNESDAY, 23rd May.
ROON	WEDNESDAY, 6th June.
PREUSSEN	WEDNESDAY, 20th June.
ZIETEN	WEDNESDAY, 4th July.
GNISENAU	WEDNESDAY, 18th July.
BAVERN	WEDNESDAY, 1st August.
PRINZ REGENT LUITPOLD	WEDNESDAY, 15th August.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 29th August.
SACHSEN	WEDNESDAY, 12th September.

ON WEDNESDAY, the 11th day of April, 1906, at Noon, the Steamship PRINZ REGENT LUITPOLD, Capt. H. Kirchner, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 9th April, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 10th April, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 10th April.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardsesses.

Linen can be washed on board.

## RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR	£61. 0. 0.	£42. 0. 0.	£22. 0. 0.
Return	91. 0. 0.	63. 0. 0.	33. 0. 0.
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG	65. 0. 0.	44. 0. 0.	24. 0. 0.
Return	97. 0. 0.	66. 0. 0.	35. 0. 0.
TO NEW YORK VIA SUEZ:			
VIA NAPLES, GENOA or GIBRALTAR	64. 0. 0.	44. 0. 0.	25. 0. 0.
Return	115. 0. 0.	79. 0. 0.	47. 0. 0.
VIA BREMEN or SOUTHAMPTON	68. 0. 0.	46. 0. 0.	27. 0. 0.
Return	123. 0. 0.	83. 0. 0.	49. 0. 0.

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltair and travelling to Bremen or Southampton overland THE SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA or GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

## TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE TO CALCUTTA, instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

## Interruption of the Voyage in Egypt:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean from Port Said.

## JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

## PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration).

STEAMERS.	Tons.	SAILING DATE.
PRINZ SIGISMUND	3,302	TUESDAY, 1st May.
WILHELM	4,763	TUESDAY, 29th May.
PRINZ WALDEMAR	3,227	TUESDAY, 26th June.

ON TUESDAY, the 1st day of May, 1906, at Noon, the Steamship PRINZ SIGISMUND, Capt. D. Lenz, with Mail, Passengers and Cargo, will leave this port as above. The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

## RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class	1st Class and Class
TO MANILA	\$50.00	\$30.00	\$20.00	Return \$80.00
TO NEW GUINEA	£28. 0. 0.	£18. 0. 0.	£14. 0. 0.	Return £42. 0. 0.
TO BRISBANE	£30. 0. 0.	£20. 0. 0.	£14. 0. 0.	Return £54. 0. 0.
TO SYDNEY	£33. 0. 0.	£23. 0. 0.	£15. 0. 0.	Return £59. 0. 0.
TO MELBOURNE	£34. 0. 0.	£24. 0. 0.	£16. 0. 0.	Return £62. 5. 0.
TO YOKOHAMA	\$80.00	\$60.00	\$40.00	Return \$120.00
TO KOBE	\$95.00	\$70.00	\$50.00	Return \$170.00
TO YOKOHAMA & back from KOBE to HONGKONG	\$140.00	\$100.00		

## THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer	£97. 0. 0.
TO EUROPE VIA AUSTRALIA AND AMERICA	96. 0. 0.

From Australia to New York via Vancouver by the C. P. R. Co.'s steamers, or via San Francisco by the O. S. S. Co.'s Steamers, and from New York to Europe by the magnificent express steamers of N. D. L.

## SAILINGS OUTWARDS.

## EUROPEAN &amp; AUSTRALIAN SERVICE.

FOR	STEAMERS	ABOUT
YOKOHAMA & KOBE	PRINZ SIGISMUND	WEDNESDAY, 11th April, 6 P.M.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	SACHSEN	WEDNESDAY, 11th April.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	PRINZ HEINRICH	WEDNESDAY, 25th April.

\* Reaching Yokohama in less than 6 days.

## TRANSPACIFIC THROUGH TICKETS FROM HONGKONG.

VIA VANCOUVER OR SAN FRANCISCO TO NEW YORK by the C. P. R. Co.'s steamers, P. M. S. S. Co. & O. S. S. Co., T. K. K. and from NEW YORK to EUROPE by the magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:

	1st Class
TO LONDON VIA PLYMOUTH or SOUTHAMPTON	£62. 0. 0.
TO BREMEN	63. 10. 0.
TO PARIS VIA CHERBOURG	65. 0. 0.
TO NAPLES, GENOA VIA GIBRALTAR	65. 0. 0.

## NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,

AGENTS.

Hongkong, 10th April, 1906.

## Mutinations.

## THE YOKOHAMA DOCK CO., LTD.

## No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

## No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 80.5 ft.; bottom 45.8 ft. (Water on blocks, 28.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 378, 506, or 681.

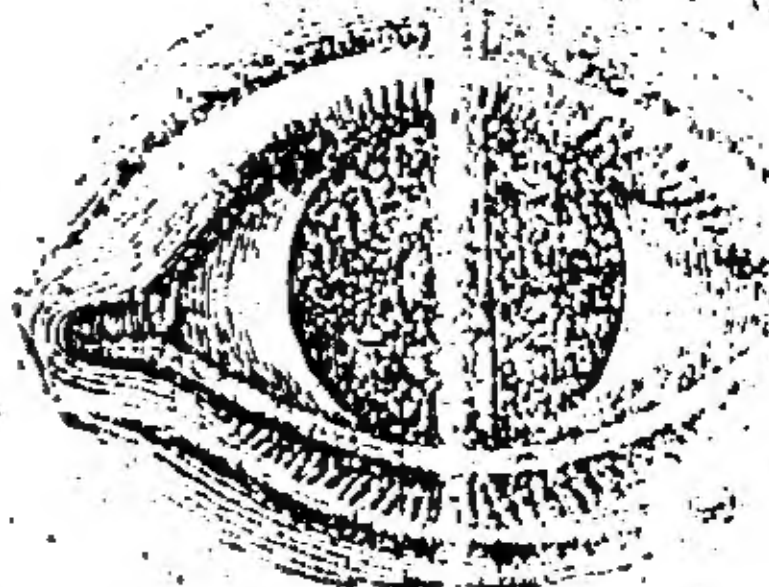
Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Scotts, A. 1, and Watkins.

Yokohama, May 23rd, 1905.

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## EYES



## RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN, 3, PEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.

Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON,

21, John Street, Bedford Row, W.C.

Hongkong, 27th November, 1905

CALCUTTA,

59, Bentinck Street.

SHANGHAI,

566, Nanking Road.

## WEST RIVER BRITISH STEAMSHIP CO.

## HONGKONG-KONGMOON AND KAUKONG LINES.

S.S. "TAK LING."

SAILING SUNDAY, TUESDAY, and THURSDAY, at 7 P.M., for the above Ports. THE ROUND TRIP OCCUPIES ONLY 36 HOURS.

## HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI."

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 54 DAYS.

THE steamers sail from HONGKONG to SHANGHAI, SHUIMING, TAKING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip

These steamers have excellent Saloon Accommodation, and are Lighted by Electricity.

For further information, apply to—

BUTTERFIELD & SWIRE,

AGENTS, WEST RIVER BRITISH S.S. CO., HONGKONG.

Hongkong, 23rd December, 1905

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## JAVA-CHINA-JAPAN LIJN.

REGULAR THREE-WEEKLY SERVICE

BETWEEN

JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJILIWONG.	JAVA	First half April	JAPAN VIA SHANGHAI	First half April
TJIPANAS	JAPAN	Second half April	JAVA PORTS	First half May
TJILATJAP.	JAVA	Second half April	JAPAN VIA SHANGHAI	First half May
TJIMAH				

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HEAD AGENCY

OF THE

JAVA-CHINA-JAPAN LIJN,

Telephone No. 375.

YORK BUILDINGS, 1st Floor.

Hongkong, 10th April, 1906.

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KWONG SANG & Co.,

No. 70, WELLINGTON STREET.

## FOR SALE.

GENERAL DRAPERS, MANUFACTURERS and DEALERS in Ladies' and Children's Underwear, Silk, Pongee, Grasscloth, Fancy and Piece Goods, &c.

Latest style of Ladies' Blouses and Gentlemen's Shirts made to order.

TRIAL ORDER SOLICITED.

Hongkong, 1st February, 1906.







## Intimations.

A. S. WATSON &amp; CO.,

LIMITED.

ESTABLISHED A.D. 1841.

CHEMISTS BY APPOINTMENT

HIS EXCELLENCY THE GOVERNOR.

HYGIENOL

(REGISTERED).

A POWERFUL  
DISINFECTANT,  
GERMICIDE  
DEODORISER  
CHEAP  
HARMLESS  
EFFECTIVE

A. S. WATSON &amp; CO.,

LIMITED.

ALEXANDRA BUILDINGS.

Hongkong, 3rd March, 1906.

GREGOR &amp; CO.,

19, QUEEN'S ROAD, CENTRAL.

RHINE

WINES

FROM

J. HEILBRONNER &amp; CO.,

MAINZ—GERMANY.

HIGHEST AWARDS WHEREVER

EXHIBITED.

Hongkong, 21st July, 1905.

NOTICE.  
All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address.  
Ordinary business communications should be addressed to The Manager.  
The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

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Daily—\$30 per annum.  
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The rates per quarter and per annum, proportional. The daily issue is delivered free when the address is accessible to messenger. On copies sent by post an additional \$1.50 per quarter is charged for postage. The postage on the weekly issue is in any part of the world 30 cents per quarter.  
Single Copies, Daily, 5 cents; Weekly, twenty-five cents.

## DEATH.

On the 4th April, at 10 a.m. whilst on his homeward voyage, J. H. SMYTH, Second Assistant, I. M. Customs Service.

## The Hongkong Telegraph

HONGKONG, TUESDAY, APRIL 10 1906.

## KOWLOON-CANTON RAILWAY.

In a recent issue of the *Hongkong Telegraph* we were in the happy position of being able exclusively to furnish our readers with an account of the work proceeding in connection with the Kowloon-Canton railway on the British section of the line. At that time it, no doubt, came as a surprise to the majority of people to learn that not only had the surveying of the route been completed, but that work had actually been commenced at five different places, by the erection of embankments which were intended to provide suitable levels, and carry the line at a safe distance above possible inundations, and over natural obstacles. Since the publication of that news, the work on the new line has proceeded with unabated energy and, for a Government project, with unexampled vigour. The Government have been pushing on the construction of the British section at the utmost speed and, although little or nothing has come to the attention of the public through the agency or medium of the Legislative Council as representing the community, there has been no slackness in the progress of the work. Rather the reverse, for it will be found that when His Excellency the Governor has occasion at a future meeting of the Legislative Council to refer to the Kowloon-Canton railway, he will be in a position to announce that the work has advanced by immense strides, and that the sums already voted towards the construction of the track have been largely exceeded. Indeed, His Excellency will, in all likelihood, ask the Council to grant an additional sum for the project, and that vote will be for a very considerable amount, if it is not merged in the sum of £2,000,000 sterling which, under a recent Ordinance passed by the Legislature, the Government is empowered to raise for railway purposes. We understand that work is actively proceeding at regular intervals along the route of the railway. The superintendent's office, it has been decided, will be located at Tsim-sha-tui, and already the staff is fully organised. The contractors have submitted their tenders which have been accepted and have begun operations. Some 15,000 labourers and foremen, it has been roughly estimated, will ultimately be engaged at one and the same time on the line—and it is probable that they are even now bending every effort to the speedy completion of a Government venture, which will mean so very much to Hongkong. The fact that 15,000 men will be engaged in the arduous operation of levelling the country in the New Territories through which the line will take its course, implies that great, not to say exceptional, efforts are being made to carry the project through in the shortest space of time. On this occasion, at least, no laggard spirit is being shown by those at the head of affairs; and we may take it for granted that every means to accelerate matters will continue to be adopted. This is probably the most interesting news that the people of Hongkong could obtain, for it indicates that the Government is not slow to recognise the material advantages to be derived by the early completion of the Kowloon-Canton railway, and is determined, at all hazards, to see constant communication by rail established between this Colony and the great city of Southern China.

A SASENO telegram says that the work of floating the battleship *Mikasa* is in progress. The *Asahi*, however, asserts that the authorities are showing profound anxiety concerning the operations. While the operations for refloating the *Mikasa* were in progress the other day, a steam-pipe exploded and a warrant officer was badly injured. He was removed to the naval hospital, but succumbed.

CHINA's representative at the celebration of the coming marriage between King Alfonso of Spain and I. R. H. Princess Ena of Battenberg, we understand, is to be H. E. Wang-Ta-hsi, Chinese Minister to the Court of St. James's. The proper person to go to Madrid for the purpose ought naturally to be H. E. Sir Chen-tung Liang Cheng, the Chinese Minister accredited to the country. Owing, however, to the non-settlement of the new Exclusion Treaty with the United States His Excellency cannot leave Washington, with the result that H. E. Wang-Ta-hsi has been appointed.—N. C. D.

## JAPANESE POLICY IN CHINA.

A highly important and instructive interview with the Prime Minister of Japan, Marquis Saionji, on the subject of the policy at home and abroad of the recently-elected Ministry appears in the *Kobe Herald* from the pen of Mr. Curtis, who recently passed through Hongkong. Since the present Ministry took office, the Premier, following Japanese precedent, has been studiously incommunicative, with the result that those interested in Japanese aims, and objects in the immediate future have been engaged in a somewhat hopeless attempt to deduce the intentions of that country from the latest acts of the Government. On the one hand we are assured that all the Japanese troops in Manchuria have now returned to Japan, while only one-third of the Russians have embarked for home so that the Manchurian difficulty still remains. It is satisfactory to note, however, from a telegram which appears in another column, that Manchuria will be evacuated by the entire Russian forces within eighteen months. Russia has solemnly undertaken to see that promise carried into effect. Marquis Saionji was questioned as to the political outlook in Eastern Asia, and incidentally reference was made to the native outbreaks that have lately occurred in Southern China. The Marquis expressed the opinion that affairs in China and Manchuria are now in a fairly settled state, and that so far as human foresight can judge, peace in the Orient may be held to be assured for a considerable period. He regarded the recent outbreaks of lawlessness in Southern China as purely local and in no way indicative of the presence of an anti-foreign spirit in the councils of the governing authorities. Such outbreaks, deplorable though they are, he considered bound to recur; and therein, in his opinion, lay the only real menace to the peace of the East, inasmuch as it is impossible to predicate the probable policy of foreign Powers in the event of further outrages occurring. He did not consider that any of the more recent acts of rapine and murder were allied in any way with the condition of things antecedent to the Boxer outbreak, which was encouraged, if not instigated, by officials within the Palace. It is important to learn that a statesman of Marquis Saionji's rank should be found on the side of those who believe that the sporadic outbreaks at different places in China do not represent Chinese views as a whole, but are merely the irresponsible acts of individuals who gain temporary notoriety among their fellows by how far the missionaries could be blamed for these occasional acts of crime, was mooted. The Marquis unhesitatingly acknowledged the purity of motive of many of the missionaries, and paid a high tribute of praise to their zeal and self-denying labours, but he thought it could not be denied that many of them go beyond their true and lawful province and indirectly meddle in political matters, sometimes affording asylum to refugees, and interfering with the course of justice and the authority of the mandarins over their own people. Coming to the question of the "open door" in Manchuria, the interviewer plainly said, that misgivings prevailed in many quarters that the "open door" was intended for Japanese traders exclusively. His Excellency replied deliberately and emphatically, in these words:—"It is a distinct feature of my policy to ensure the opening of the country to all alike, irrespective of questions of nationality." This is satisfactory from the commercial point of view, and being couched in clear and definite terms should prevent the possibility of any misunderstanding on the point. It also assures foreign Governments that the Japanese Foreign Office is resolved to maintain a continuity of policy in permitting the subjects of foreign Powers to participate in the benefits flowing from the results achieved by our ally in the late war. In fine, this is a timely and valuable exposition of Japanese policy which should serve to dissipate all ambiguities which may have previously existed on the subject of Japan's position in China. As a matter of fact, the only point on which the Marquis was at all dubious was as to what should occur in the way of foreign intervention should further outbreaks of an anti-foreign character arise in China, and it is not much to say that it passes the wit of man to forecast what would happen in such an event.

THE Formosa correspondent of the *Osaka Shimbun* sends the following returns of the loss of life and property destruction ascertained up to the 25th ultimo:—

Crushed to death	Japanese	13
	Natives	1,005
Severely injured	Japanese	24
	Natives	1,873
Houses collapsed	Totally	4,214
	Partially	5,523

The correspondent writes that the casualties were much heavier among the women than among men, more than two-thirds of the first representing women. This is due to the fact that the feet of the women are crippled similarly to those of Chinese women. On the 26th ult. the list of casualties rose to 1,227 in killed and 2,320 in injured, 5,566 in the number of houses totally destroyed, and 10,938 in the number partially destroyed.

## LOCAL AND GENERAL.

THE destroyer *Hibiki* was launched at Yokosuka on 31st ult.

THE following telegram has been received from H. B. M. Consul at Cheloo dated 10th instant:—"Quarantine enforced against Hongkong."

THE final for the Soldiers Club Football shield is due to take place on Thursday, 12th inst. The Royal Engineers and West Kents are the contestants.

TEAMS from H. M. S. *King Alfred* and H. M. S. *Kent* played a friendly hockey match on the Club ground, at Happy Valley, yesterday afternoon. The *King Alfred* won by three goals to two.

THE Kurematsu Emigration Company has accepted a contract to supply 251 men for a Mexican colliery. The men are now being engaged, and will probably leave Yokohama or Kobe in June.

THE N. C. D. News learns that the Norwegian steamer *Norsund*, of 208 tons net and 1,283 tons gross, has been sold by Messrs. Sander, Weiler & Co., the agents at Shanghai, to Messrs. Tanno Yoko.

It is reported that the efforts to repair the damage to the Port Arthur Docks, which were blown up by the Russians, have been abandoned as useless. Operations for the entire rebuilding of the docks will be commenced shortly.

ADMIRAL Togo and General Nogi are projecting a scheme for the erection of a monument on Peiki Hill at Port Arthur in commemoration of the Army and Navy officers and men who fell in the attack on that fortress. Public support will be appealed to when details are completed.

THE coxswain of the steam launch *Hafag* appeared before Mr. C. A. D. Melbourne this morning on a charge of steaming in the harbour on the night of the 6th instant without lights. The defendant said that the wind extinguished the light. His Worship: "This is a serious affair. You are fined \$5."

THE master of the steam launch *Chung On* was charged this morning with blowing his whistle last evening, at Yau-mat-tai, without any cause. "I did not blow the whistle. The wind was strong, and it caught the string and made the whistle sound!" Mr. Melbourne imposed a fine of \$10.

MR. Endaki, the Japanese Consul-General, and the leading Japanese residents entertained Admiral Taketomi, Prince Fushimi of the South China Squadron to lunch at the Astor House at Shanghai, on the 5th inst. Several Chinese officials were present.

AFTER being banished on four separate occasions, Li Kith (his real name) appeared in the Colony yesterday and was arrested. The defendant, who is about seventy years of age, and is deaf, was ordered by Mr. F. A. Hazeland to be imprisoned for one year, and to be exposed in the stocks for four hours.

A VERY pretty juvenile cantata entitled "Playmates," which was recently performed by the young folk at Quarry Bay, will be repeated by special request in the Union Church School Hall at 7.30 to-morrow evening. It is expected there will be a good attendance, as on the former occasion the performance was highly appreciated by all present.

P. C. 112 prosecuted three sampanmen before Mr. F. A. Hazeland at the Police Court to-day for obstructing the s.s. *Kinsan* whilst she was entering the harbour at about ten o'clock last evening. Defendants were lying at anchor in the middle of the southern fairway. The defendants admitted the charge, and were fined \$10, with the option of one month's hard labour each.

SEVEN sampan owners were charged, before Mr. F. A. Hazeland, this morning, with anchoring in the typhoon anchorage, Causeway Bay, without a permit. Evidence was heard to the effect that the weather was not such as to allow them to enter the typhoon anchorage. Defendants averred that the wind was strong and they were afraid of lying in the open. His Worship fined them \$5 apiece.

AN aged Chinese woman and a coolie were arrested at four o'clock this morning at Shau-pu, Kowloon City, whilst going along the road with a bundle. The bundle was searched and the dead body of a child was discovered. They were charged before Mr. C. A. D. Melbourne this morning. The case was remanded to ascertain the cause of death. They were released on bail in the sum of \$50 each.

P. C. 49 Southland summoned Messrs. Price and Company, at the Magistracy this morning, for causing an obstruction on Connaught Road Central, on the 5th instant, by placing 37 barrels and 4 boxes on the road. The defendants said that they were waiting for the firm's truck. The police officer stated that they were discharging the goods from a junk near Blake Pier, and when told by him to stop discharging they paid no attention. Mr. F. A. Hazeland fined the defendants \$10.

JOHN Downie, an inmate of the House of Detention, failed to turn up at the "closing time" on the 2nd instant. A policeman was sent to find Downie and arrested him on the *Wingahat* wharf yesterday. Defendant, who was landed destitute in the Colony during the late war, in pleading guilty to the charge, said that he went out to look for work. He had been in the House of Detention for some months and wanted work. Mr. C. A. D. Melbourne sent defendant to gaol for one month, with hard labour.

WEISMAN, Limited, have been appointed purveyors to His Excellency the Governor.

THERE were six cases of plague in Hongkong during the past 24 hours, and of these five have succumbed to the disease.

THE Japanese, it is stated, are rapidly substituting flour for rice in their diet, and as a result the trade in flour between Australia and Japan should develop considerably in the near future.

THE Japanese training squadron left Manila at 10 o'clock on the 5th inst. for Thursday Island, from where they will continue their trip to other Australian ports for about a month. They will return by way of Batavia and Singapore.

At the opening of the Assizes at Penang on the 3rd inst., the solicitor-general remarked on the serious increase of crimes of violence in the Settlement. He pointed to the calendar which contained eight charges of such crimes. Justice Fisher concurred.

DURING the siege of Sanaa, Yemen, Arabia, by the Arabs, the population was reduced by famine from 70,000 to 20,000. All the cats and dogs in the town were eaten, and both Arabs and Turks resorted to cannibalism. One Turk admits that he killed and ate three Arabs.

It is reported by the *Asahi* that Vice-Admiral Sir Arthur William Moore, Commander-in-Chief of the British Squadron, who recently arrived at Hongkong by the *King Alfred*, will pay a visit to Japan in July or August, accompanying his squadron. The *Indem* will shortly return home.

THE twelve Chinamen who were arrested recently at Sai-tau, Kowloon City, for playing *pa-cher*, an unlawful game, were brought up on remand, at the Magistracy to-day. Mr. Otto Kong Sing appeared for all the defendants. Mr. Melbourne fined the first three defendants \$50 each, and the others \$5 apiece.

A St. Petersburg telegram, which has been communicated by the *Osaka Mainichi*, states that Lieut. General Ilman has left St. Petersburg for Vladivostok. He has been entrusted with the task of carrying out the reconstruction of the fortress. It will be recalled that General Ilman took a prominent part in the defence of Port Arthur, and was subsequently for some time a prisoner in Japan.

It is stated that the Japanese destroyer *Yamabiko*, formerly the Russian *Resteleti*, is being quarantined at Nagahama together with her crew. Since her capture at Cheloo by the Japanese under dramatic circumstances which will be fresh to the memories of our readers, it is reported that cases of typhus have continually occurred on board the destroyer, and it is supposed, that bacilli of the disease were left by the Russians.

THE British Admiralty has granted £8,000 to Rear-Admiral Percy Scott as a reward for his Runnyer inventions. Rear-Admiral Percy Scott, now borne on the books of the President as Inspector of Target Practice, is the inventor of the night-signalling apparatus now used in the Royal Navy, of various appliances for improving heavy gun shooting, and of the gun carriages which enabled the naval 6-inch and 4.7-inch guns to be used in South Africa.

AS will be remembered 27 military store-houses at Hiroshima with their contents, valued at about ¥5,000,000, were destroyed by fire on October 1st last. The conflagration was supposed to be the work of incendiaries and three men were arrested on suspicion of arson. One of them died in prison some time ago, and the other two were acquitted by the court-martial on the 30th ultimo on the ground of the insufficiency of evidence. The reason the men, civilians, were tried by court-martial is that at the time of the fire Hiroshima was under martial law.

AN ingenious contrivance, designed to lessen the terrors of sea-sickness, has been fitted up on the Hamburg-American liner *Patrician*. Its success has, according to the *New York Herald* (Paris), exceeded all expectations. The apparatus consists of a special chair, the seat of which is kept in constant motion by means of a revolving disc, worked by small electric-motors. Sitting in one of these chairs, the passenger feels much the same sensation as if he were driving in an automobile. The seat is in constant vibration in an up-and-down direction. This short, vibratory motion counteracts the long pitching and heaving motions of the vessel. To put it in non-scientific language, it is a rocking-chair, with this difference, that the ship rocks instead of the chair. To such an extent is the vessel's motion neutralised, that the idea of being sick hardly occurs to the person seated in the chair. During a recent voyage between Hamburg and New York many passengers could hardly be persuaded to quit their seats for any length of time. One remained seated in a vibratory chair for as long as ten hours at a stretch. In some cases, after using the chair, passengers were no more troubled with sickness; in others a constant recourse had to be made to the chair, as the symptoms reappeared soon after it had been vacated. If the success of the first experiments is justified by more exhaustive trials, it is expected the system will be adopted on the Channel steamers.

## THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—"On the 10th at 11.50 a. The barometer has risen generally, particularly over China and S. Japan. The depression has passed into the Pacific to the E. of Japan. The area of high pressure is lying over N.E. coast of China. Strong N.E. winds may be expected in the Formosa Channel and over the N. part of the China Sea. Forecast:—strong E. winds; dull, rainy."

## TELEGRAMS.

## "HONGKONG TELEGRAPH" SERVICE.

## RUSSIAN TROOPS.

## EVACUATE MANCHURIA IN EIGHTEEN MONTHS.

[From Our Own Correspondent.]

Shanghai, 10th April, 12.30 p.m.

The Russian Government has undertaken that all the troops belonging to that country will be withdrawn from Eastern Asia within eighteen months.

[N. C. D. News.]

## Distinguished Fellow-travellers.

Tokio, 6th April.  
Viscount Aoki, Minister to Washington, and Admiral Sir Gerard Noel are both passengers from Yokohama by the R. M. S. *Empress of China*.

## Evacuation or Bluff?

Tokio, 6th April.  
General Grodekoff has ordered Russian women and children to leave Manchuria, presumably with the object of bluffing China.

## The Italian Prince in Japan.

Tokio, 6th April.  
Prince Ferdinando of Salaparuta returns to I. I. M. S. *Calabria* to-morrow.

## The German Admiral's Visit.

Tokio, 6th April.  
Rear-Admiral Briesing, Commander-in-Chief of the German Far Eastern Squadron, will be received in audience by H.M. the Emperor on the 9th inst.

## ALLEGED MURDER AT PING-CHAU.

FURTHER DETAILS OF THE TRAGEDY.

Li Lan, fisherman, Ping-chau island, was brought up on remand at the Magistracy to-day on the charge of murdering a native woman named Mo Lan, on 4th March, at Ping-chau island, near Miao Bay.

Chief Detective Inspector Hanron conducted the case on behalf of the Police, and Mr. Otto Kong Sing defended.

Lok Kap Mai, sister-in-law of the deceased woman, about thirteen years of age, deposed that she lived at Tai-ling village, Ping-chau. She had a brother named Lok Tak and her sister-in-law (deceased) was named Mo Lan. Witness saw the dead body of Mo Lan on 14th March. She lived with the deceased in the village and knew the defendant, who also resides in the village. The first time witness saw the defendant in her house was on 31st July, 1905, at noon. He was sitting near Mo Lan, the deceased, in a room. As soon as witness arrived at the house the defendant came out from the back room and left. The second occasion she saw the prisoner was in October, 1905. He was again with his sister-in-law. When defendant saw witness he said: "Why did you return so early? You had better go and play." On 3rd January, 1906, she again saw the defendant. He came to witness's house for the loan of a basin, and her sister-in-law handed it to him. On 5th March, 1906, at about 4 p.m., when witness was taking rice with the deceased woman at home, the deceased told witness that after her meal she was not to return to the house again, and that she must get her "chow" elsewhere. That night witness slept in another house, and returned home next morning, but did not see her sister-in-law in the house.

Cross-examined:—Witness had two brothers. One was unmarried. The other's intended wife was murdered. She was sure she was thirteen years of age, but witness could not count. Although the defendant with his mother and wife lived next door to witness, the latter never entered their house. Witness could not tell the month or year when she was born, she did not remember when last she saw J. S. 16, nor could she say what date of the month to-day was; yet she could remember the date and year first time she saw the prisoner. Frank Browne, Government analyst, said that on March 15, a jacket (produced) was received by him. The garment was tested and two small spots of blood were found. The tests indicated that in all probability the blood was not more than six weeks old.

Cross-examined:—Witness could not tell whether the spots on the jacket were human blood or not. Further evidence was called and the case adjourned.

## SHIPPING AND MAILS.

## MAILS DUE.

German (*Sachsen*) 11th inst., p.m.  
Canadian (*Empress of India*) 12th inst.  
Indian (*Kutson*) 15th inst.  
American (*Hongkong Maru*) 18th inst.

The T. K. K. s.s. *America Maru* arrived at San Francisco on 6th inst.  
The Imperial German Mail s.s. *Princess Alice*, which left here on 14th ult., arrived at Genoa on 9th inst., 11 a.m.

The Barber Line s.s. *Wray Castle* from New York left Singapore on 8th inst., and may be expected here on 14th inst.

The P. M. S. S. Co's s.s. *Korea* is expected to sail from Yokohama on 10th inst., and will be due at this port on 22nd inst.

The N. Y. K. European Line's *Tingo Maru* left Kobe via Moji and Shanghai for this port on 7th inst., and is expected here on 16th inst.

The Mogul Line s.s. *Sikh* from Middlesborough, Glasgow and Liverpool, sailed from Singapore on 6th inst., and may be expected here on 12th inst.

The s.s. *Amiral Exelmans* of the Compagnie Generale de Navigation left Singapore yesterday afternoon, for Hongkong, and is due to arrive here on or about the 16th inst.



## TELEGRAMS.

## "HONGKONG TELEGRAPH" SERVICE.

MUKDEN AND ANTUNG.  
NEW TRADE CENTRES TO BE OPENED.

THE RESULT OF AMERICAN AND JAPANESE DEMANDS.

[From Our Own Correspondent.]

Shanghai, 10th April,  
12.30 p.m.

As the result of demands presented by the diplomatic representatives of the American and Japanese Governments at Peking, the Chinese Government has promised that Mukden and Antung shall be opened to international trade during the fourth moon (May).

[Reuter's.]

## The University Boat Race.

London, 8th April.  
Cambridge won the University boat race by five lengths.

## Conclusion of the Morocco Conference.

The last sitting of the conference took place yesterday.  
A general act was signed, and all the delegates left.

## The Eruption of Vesuvius.

The eruption of Mount Vesuvius continues to be alarming.

Later.  
The eruption of Vesuvius is assuming extraordinary proportions.

The cone on the Pompeii side has collapsed, and a new crater has opened on the opposite side.

Constant explosions occur, and the principal crater is vomiting red-hot rocks to the height of 3,000 feet.

Naples is crowded with refugees, the houses are shaken, and many of the inhabitants are collected in the squares at night.

## Russia and Tibet.

The Tsar has telegraphed to the Dalai Lama as follows: "A large number of my Buddhist subjects have had the happiness to pay homage to the great High Priest during his visit to Northern Mongolia, which borders on the Russian Empire."

The Tsar rejoices that his subjects have had the opportunity of benefiting by the salutary spiritual influence, and begs the Dalai Lama to accept his thanks and sincere regards.

## MACAO GAMBLING.

HONGKONG PLAYERS WITH A "SYSTEM."

"Monte Carlo" Wells has in my prototype in Hongkong, although they have to proceed to Macao to give vent to their passion. Usually they maintain that the beauty of the Portuguese Colony has a peculiar fascination for them, while the sea trip acts a stimulant and refreshes them for the rest of the week. In other words, being unable to run backwards and forwards between Macao and Hongkong daily, they select Sunday for the stimulus they believe to be obtained from the happy breezes that blow over our sister isle. It is to be feared, however, that while there may be a few who really spend the day in admiration of the sights of Macao, the majority are content with but a hurried glance at that Colony's beauties, leaving more important business to transact in the centre of the city, at the gambling saloons to be precise.

There are several colonies in Hongkong who regularly spend the winter Sundays at Macao and almost each has what it calls a "system." As every body knows "Monte Carlo" Wells had a "system" by which he broke the bank, but when, having in the meantime spent eight years in gaol, he again essayed to work that "system" he found that the "system" worked him. He failed egregiously to break the bank, the bank broke him, and all his fine promises to the people who believed in him and financed his "system" were scattered to the winds. On Sunday I at one of the Hongkong colonies having visited a system which could not fail, raked together all the ready money they could beg, borrow or commandeer, being firmly convinced that they would return laden with the spoils of the Gambling Empire. They refused to divulge their "system" at any price. It had been thought out at many sittings, and it was too valuable to be disclosed to any except those composing the secret circle which was going to make its united and individual fortune. They went to Macao and were not seen again until late on Monday evening. Alas! Their faces were longer than their purses. They had left their all with Fantan John, who is still chuckling in Macao. They returned to Hongkong on the old system, which is still flourishing. And they were willing to state their gambling scheme, which has not made them rich. It appears that very little capital is necessary. With \$15 a gambler would be amply provided. You stake \$2 and went on doubling if you lost. If you won the winnings were put in one pocket and you kept on gambling with the original capital. If you lost you still kept on playing until all the \$25 had been exhausted, and then if you could tear yourself away from the tables there would be the \$2 or \$3 over from the first winnings. Of course the party played till every cent was gone. It was useless to say that this "system" is as old as the hills and the extent of one's losses generally depends on the depth of one's pocket. But these gambles are not quite broken down. They have at other "systems" which is as jealously guarded, and will probably be just as readily disclosed next week. One man of another colony won \$200—lucky dog!—they think he must have been on a "system" and they intend to watch him. They still cling to the belief that it is possible, on a capital of \$15 to earn \$500 a month, but \$500 would do at a pinch.

## THE PARTNERSHIP ISSUE.

## A LIE NOT PERJURY.

In Bankruptcy Jurisdiction in this afternoon His Honour Sir Francis Pigott, Chief Justice, presiding, the case of the Lai Hing Bank, ex parte Wong Ka Chun, was resumed. Mr. E. H. Sharp, K.C., instructed by Mr. G. K. Hall Burton, of Messrs. Brutton, Heit and Golding, appeared for the Official Receiver, and Mr. M. W. Slade, instructed by Mr. R. A. Harding, represented Wong Ka Chun.

The case for both sides having been completed last night, and Mr. Slade having reviewed the evidence of his witnesses, addressed the jury.

Mr. Sharp, in making his statement, said that the most conclusive evidence against a man was his own statement made at a time when it was neither to his interest nor to his detriment to make such a statement. In this case Wong Ka Chun had been proved to have made the statement that he was a managing partner in the Lai Hing Bank, so late as in 1924. Mr. Sharp then proceeded to quote authorities in support of his point regarding a man's own statement, and then went on to say that an affidavit was a most solemn declaration, and that for this reason special people were appointed to swear in those signing such documents, after having thoroughly interpreted and explained the contents to the person signing, and the last clause in affidavits was an acknowledgment of the fact that they signed the same "honestly believing the same to be true." Here the man who now tried to set up a claim that he was not a partner had signed and filed not only one but five affidavits in which he described himself as "Managing partner of the Lai Hing Bank."

His Honour: There have only been two affidavits filed in the pleadings.

Mr. Sharp: If my memory bears me out there are five referred to; if I am wrong I'm sorry.

There was a prolonged search of the record which disclosed three affidavits.

Mr. Sharp then continuing his address referred to the contents of the affidavits and said they were either true or composed a perjury.

His Honour: No, no, I don't think you can put the question of perjury to the jury.

Mr. Sharp: And why, my Lord?

His Honour: Because it is immaterial.

Mr. Sharp: It is immaterial, my Lord, but I submit that it is a point.

His Honour: But, as you said, as there was no inducement to make the statement and it was not intended to deceive anybody it was not perjury—it was a lie, but not perjury.

Mr. Sharp: Very well then, my Lord, I will leave it entirely in your hands. Now, as to the partnership issue, on which they rely so much, it is believed to be unreliable.

His Honour: That is the question of forgery which I think need not be gone into.

Mr. Sharp: Oh, as to the forgery, my Lord, I have dropped that, although we have it in evidence that Mr. Wakeman said he believed it to be a forgery.

His Honour: But that is immaterial.

Mr. Sharp: No, my Lord, it is not immaterial as it was a statement on oath.

His Honour: I don't think it was on oath.

Mr. Sharp: It was, my Lord, it was made by Mr. Wakeman on oath.

His Honour: I have no recollection of that statement.

Mr. Sharp: Mr. Wakeman made the statement on oath in the witness box. Your Lordship will not doubt find it in your notes.

His Honour: I find here that Mr. Wakeman said "I formed the opinion that it was a forgery."

Mr. Sharp: Ah, yes, I made the mistake of saying "he believed," instead of "he formed the opinion."

## CORRESPONDENCE.

[We are not responsible for the opinions expressed by Correspondents in this column.]

## IS IT CHINESE SUPERSTITION?

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR—Can you or any of your readers tell me if the following incident is a sample of Chinese superstition? Being much worried by rats at night I told my cousin to set a trap for them, which he did, but which I noticed a few minutes later he had neglected to bait. I then called my boy and was proceeding to tell him to ask the cook what utility he supposed there was in putting an un baited trap to catch rats, when my boy astonished me by saying, "Better belong master no talker here; all rats can hear and they savor, and suppose they hear master talker they no come to the trap." All this was said in a serious and mysterious whisper, after which the boy took up the trap and returned with it heavily baited with cheese. But the next morning the cheese had entirely disappeared. That night, thinking to make sure of capturing the offending creature I had a lump of ham securely tied to the hook and the trap set to a nicey rat falling, but, behold! in the morning it was discovered that every scrap of the ham had gone the way of the previous night's cheese while the trap remained open! When I called my boy and showed him the empty open trap, he grinned blandly and said, "My talker you no like; rats savor too much." I gave it up and am now trying bird-time!—Yours etc.

ANTI-RODENTS.

Hongkong, 10th April.

## AN "AWFULLY NICE" HOUSE-BOY.

DEPARTS FOR THE INTERIOR.

Mrs. Sachse, of St. George's House, Kennedy Road, issued a summons against her house-boy for leaving her employ without giving notice. The "boy" entered the service of another family after leaving her, but had recently returned to the interior.

His Worship: The "boy" is away. If you want I can adjourn the case sine die until he return.

Complainant: It is not worth it. He was an awfully nice "boy," and I paid him his wages before he left.

His Worship: Do you want to withdraw the summons?

Complainant:—Yes.

The charge was accordingly thrown out.

## GYMKHANA NOTES.

The first meeting of the season already advertised for and due to take place on Saturday next, the 14th inst., promises to be one of the most sporting ever held under the auspices of the Club. Never were such good ponies bought or kept over; never were they so well trained or fit; never were owners so sanguine; in connection with which latter item, the words of a Poet Laureate are very applicable. He sings:

"And yet if men one racing, none was all its owner said,  
All other blooming entered ones might just as well be dead."

Never were jocks so keen, and never has the "Club bar" been less patronized in consequence. Therefore taking all the news into consideration we may expect a real good afternoon's sport and some exciting finishes.

The first race, the three-quarter mile event, for all subscription griffins, should bring out a good field and will be keenly contested for. Speculation, Pathan and Red Herring are all hot stuff and I should look no farther for the winner. But rumour hath it, and though she has a lying tongue, we are at times fain to believe her. She says that a dark pony in more senses than one, who usually does his paces when the shades of night are falling, did three quarters in 1.37, and to cap it finished in 29 seconds. I refer to Common Rose. Had I a pony doing this time I should imagine the race was all over bar shouting; but as the Shanghai rider boys says "Can see, can save."

The Challenge Cup has produced much speculation. This word must not be looked upon in the light of a tip, as there are others. Zepeter is looking and moving well; he always was a slug in training and always will be, but he has won over the course and has proved himself a race pony, a game one and a real timer. His noble owner is satisfied that he will run well, so what more can be required.

Exchange King has been going; his mile was rattled off in 2.15; this is distinctly useful and he will undoubtedly be there or thereabouts on Saturday. Mr. Brutton usually scores in Gymkhana and Rostern. I am told, is a perfect hurdle, so he holds a strong hand. Quach is going strong; his mile also took 2.5, and he finished very strong and going easily. Emerald King is showing the white feather; at each time he turns into the straight for home curs and though not distressed with not try. Donnybrook has gone one better than all the rest and put a mile behind him in 2.14. He looks very fine drawn and a bit short of muscle so will improve a pound or two before he starts. It is a pity Mikov has not been entered; he has improved vastly since the meeting and now gallops in much more determined manner; he might possibly regain his Shanghai form. I have a sort of sneaking regard for Pathan, but what can a poor little sub possibly do against the great Ah Chow's griffins. At all events one can say that the cup is a very open affair and should be productive of much betting on the part.

The Hurdle Race is always good sport for the onlookers and one hardly cares to try and predict a winner as so many things might happen to prevent it coming off. Two ponies that are jumping well are Quach and Doris Castle. Glenburi we know, as an old and tried hand and he will take a bit of beating. Several other ponies have to be put over the sticks before Saturday.

The Mile and a Quarter Race will probably bring out the Challenge Cup ponies again, and I think the longer distance should suit old Zuppy, but as weights will be an important consideration here one can scarcely hope at this stage to spot a likely one.

The two other events are Tent Pegging and a Ladies' Nomination, and may be expected to furnish good amusement. All things considered I can safely prophesy that given fine weather the first gymkhana meeting of the season will prove a huge success, both from the point of attendance and good sport.

Later.

The following times were taken this a.m.:—  
Donnybrook (Ah Fook), 1 mile, 4.1, 4.4, 4.50, 4.36.

Mikov (Ah Fook), 1 mile, 3.5, 3.10, 3.44.  
Maori King (E. 222), 1 mile, 3.07, 3.01, 3.04.  
Red Herring (Deacon), 1 mile, 3.01, 3.01, 3.01.  
Doris Castle (Dupree), 1 mile, 1.45, last 35.  
Velocity (Clark), 1 mile, 1.37, 1.8, 1.44.  
Emerald King (Gage), 1 mile, 2.13.  
Quach (Mackie), 1 mile, 2.17.

Approach of this last gallop Quach's jock was altering his reins, and did not start with the first two ponies, being fully four seconds behind, and though having to make up all this ground ran Pathan to a close finish. This performance makes the Quach to be a very dangerous candidate for the Challenge Cup. Emerald King in this paw strode along well for a half mile and then shut up like the proverbial knife, absolutely refusing to try a yard; a truly disappointing pony.

Zepeter (Dupree) entered a mile in 2.30 with a strong run in the last three furlongs. He, too, is a dangerous candidate though I think a mile is severely far enough for him.

Exchange King, Rostern, Common Rose, and Blue Nile, etc. will gallop this afternoon.

A TURF ENTHUSIAST.

A SYDNEY paper says: It has been reported to the Government by the New South Wales Commercial Agent in the East that one outcome of the Chinese boycott of American goods is that certain Chinese merchants at Hongkong are buying inferior American flour, and rebagging it in bags specially made, and labelled as Australian. Some of it is labelled, "First Prize, Sydney." This must have a tendency to depreciate Australian flour in the eyes of other Eastern merchants, and so to do injury to this State and other parts of Australia. Mr. Suttor has made representations to the Government of Hongkong on the subject, and strongly urges that action be taken in the matter by New South Wales, either directly or through the Secretary of State for the Colonies.

## THE WRECKED "AGINCOURT."

## CREW ARRIVE IN PORT.

It is, of course, now generally known that the s.s. *Agincourt* is a total wreck, and has been abandoned. The s.s. *Germania*, which arrived in port on Sunday evening, brought up the master (Captain Sims), officers and Chinese crew, which she had taken off the ill-fated vessel on her way up to Hongkong from Sydney. It appears that the *Agincourt*, which was proceeding to Hongkong with a cargo of coal, struck an uncharted reef to the west of the island of Palau, in the Carolines group, and became a total wreck. It will be remembered that this same vessel was the cause of much speculation among shipping circles some 18 months ago when she was wrecked on the Paracels, and after successful, but lengthy, salvage operations, safely placed in the Kowloon docks, whence she later issued to all intents and purposes a new ship. But the troubles of the vessel did not end there as the crew refused to proceed north in her on the ground that she was carrying coal which was then contraband of war, and a new crew had to be shipped. The s.s. *Agincourt* was a steel crew steamer of 4,233 registered tonnage, classed too A 1 at Lloyd's and was built, in 1902, at Northumberland, by the Newcastle Shipbuilding Company for the Agincourt S.S. Co. (Lloyd and Co.).

## THE CHINA TRADERS' ASSOCIATION CO., LTD.

The report for presentation to the shareholders at the fortieth ordinary meeting, to be held at the Company's offices, on Saturday, the 28th inst., at 12.30 p.m., read:—

In conformity with the special resolutions duly passed and confirmed at the extraordinary general meetings of the Company held on the 16th February and 10th March last, the directors have now to lay before the shareholders the accompanying statement of accounts as at the 31st December, 1905.

The working account for the eight months from May 1st to December, shows a balance at credit of \$598,294.17 out of which the directors recommend the payment of an interim dividend to shareholders of 12% (\$3 per share) amounting \$72,000; a bonus of 15% to contributors on bonus-bearing contributions amounting \$30,000, the remainder being carried forward to be dealt with at the next annual meeting.

Directors.—Mr. A. R. Linton having retired from the Board, Mr. E. Ormiston accepted the invitation of the directors to rejoin the Board, and his appointment will be submitted for the confirmation of shareholders.

Messrs. F. Gneiz and A. J. Raymond retire by rotation and offer themselves for re-election. Auditors.—The annexed accounts have been audited by Messrs. T. Arnold and H. U. Jeffries, who offer themselves for re-election.

H. W. SLADE, Chairman.

Hongkong, 10th April, 1906.

## SCENES IN MACDONALD ROAD.

## CURIOUS EUROPEAN CASE.

The noise of police whistles blowing, followed by the breaking of glass, drew the attention of an Indian constable, at a house at No. 112, Macdonald Road, Kowloon, at midnight, on the 6th inst. The policeman rushed up the staircase and found the trap-door on the third floor barricaded. He forced the trap-door and the occupants, numbering about ten Europeans, got on to the roof of the building and crossed to the adjoining building. Several officers had then gathered in the building and the cries of "save life" drew them to the roof, where they found the occupants attempting to hide. There were several women there. A summons was issued with the result that the occupier, a woman named Lily Greed, appeared before Mr. Melbourn, and pleaded guilty to being disorderly. Inspector Langley informed the Court that there had been several complaints as regards this house. He would not ask that the defendant be fined, but simply bound over. It is worth noting her name in the sum of \$100 to be of good conduct for one year.

## COMMERCIAL.

## TODAY'S EXCHANGE.

Selling.	
London—Bank T.T.	100/0 9/16
Do. demand	2 1/2
Do. 4 months sight	2 0/0
France—Bank T.T.	252 5/8
America—Bank T.T.	49 1/2
Germany—Bank T.T.	2 6/8
India T.T.	153 1/2
Do. demand	154
Shanghai—Bank T.T.	15 1/2
Singapore T.T.	15 1/2
Japan—Bank T.T.	100 1/2
Batavia—Bank T.T.	123 1/2
Buying.	
4 months sight L/C	2 1/2
6 months sight L/C	2 1/2
10 days sight San Francisco & New York	5 1/2
1 month sight do.	5 1/2
10 days sight Sydney and Melbourne	7 1/2
4 months sight France	2 6 1/8
6 months sight do.	2 6 1/8
4 months sight Germany	2 15 1/8
Bar Silver	39 11 1/8
Bank of England rate	34 7/8
Sovereign	97 3/4

## Today's Advertisements.

## BANK HOLIDAYS.

IN accordance with the provisions of Ordinance No. 6 of 1875, the EXCHANGE BANKS will be CLOSED for the Transaction of Public Business on GOOD FRIDAY and EASTER MONDAY, the 13th and 16th instants.

Hongkong, 10th April, 1906.

## HONGKONG HORTICULTURAL SOCIETY.

THE ANNUAL GENERAL MEETING of the Hongkong Horticultural Society will be held at the City Hall, on THURSDAY, the 12th April, at 5.30 P.M.

L. GIBBS, Hon. Secretary.

Hongkong, 10th April, 1906.

## To-day's Advertisements.

THE HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

REQUIRED a PURSER for S.S. "HONGKONG." Applications in writing to be addressed to the Secretary, Hongkong, 10th April, 1906.

HONGKONG FOOTBALL CHALLENGE SHIELD.

AT a Committee Meeting held last night it was decided that the FINAL FIVE between H.M.S. "DIADYME" and F.C. GREEN CLUB for above Shield be played on SATURDAY, 21st instant.

P. MILLER, Hon. Secretary, H.K.F.C.S.

Hongkong, 10th April, 1906.

## TO LET.

FINE AIRY FLAT IN DAIRY FARM Co's New Premises, Robinson Road, KOWLOON.

Apply to—THE SECRETARY, Hongkong, 10th April, 1906.

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE. Regular Steamship Service between Hongkong and South American Ports.

THE Company's Chartered Steamship

"GLENFARG,"

5,600 tons.

will be despatched for CALLAO (PERU),

LIQUE (CHILE), TO-MORROW, the

11th instant, at 3 P.M.

Also taking freight to other Eastern Coast

Ports of South America transhipping to the

Connecting Lines.

For further information as to Freight and

Passage, apply to

K. MATSUDA, Manager.

York Building, Hongkong, 10th April, 1906.

"SHIRE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, LONDON

AND STRAITS.

THE Steamship

"FLINTSHIRE"

Captain G. C. Cundy, having arrived from the

above ports, Consignees of Cargo are hereby

informed that their Goods are being landed at

their risk into the Godowns of the Hongkong

and Kowloon Wharf and Godown Company,

Limited, at Kowloon and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods

have left the Godowns, and all Goods remaining

undelivered after the 16th instant will be subject

to rent.

All broken, chafed and damaged Goods are to

be left in the Godowns, where they will be

examined on the 17th instant, at 2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SHEWAN, TOMES & Co., Agents.

Hongkong, 10th April, 1906.

NORDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ SIGISMUND"

having arrived, Consignees of Cargo are hereby

informed that their Goods, with the exception

of Opium, Treasure and Valuables, are being

landed and stored at their risk into the hazardous

and/or extra hazardous Godowns of the Hong-

kong and Kowloon Wharf and Godown Com-

pany, Limited, at Kowloon, whence delivery may

be obtained.

Optional Cargo will be forwarded unless

notice to the contrary be given before Noon

10-MORROW.

No Claims will be admitted after the Goods



Shipping-Steamers.

OCEAN STEAMSHIP CO., LD.  
AND  
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.  
TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA  
AND SUMATRA PORTS.

EUROPEAN SERVICE.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"TEUCER"	14th April.
GLASGOW and LIVERPOOL	"DARDANUS"	21st "
GLASGOW and LIVERPOOL	"HECTOR"	28th "
GLASGOW and LIVERPOOL	"JASON"	5th May.
GLASGOW and LIVERPOOL	"DEUCALION"	12th "
GLASGOW and LIVERPOOL	"HYSON"	19th "
GLASGOW and LIVERPOOL	"GLAUCUS"	26th "
GLASGOW and LIVERPOOL	"RHIPEUS"	3rd June.
GLASGOW and LIVERPOOL	"IDOMENEUS"	10th "

The S.S. "Meyne" left Singapore on the 6th inst., for Shanghai (direct).

OUTWARD.

FOR	STEAMERS	TO SAIL
* GENOA, MARSEILLES & L'POOL	"MACHAON"	20th April.
AMSTERDAM, LONDON & ANTWERP	"KINTUCK"	27th "
AMSTERDAM, LONDON & ANTWERP	"BELLEROPHON"	4th May.
* GENOA, MARSEILLES & L'POOL	"CALCHAS"	11th "
AMSTERDAM, LONDON & ANTWERP	"HECTOR"	18th "
AMSTERDAM, LONDON & ANTWERP	"JASON"	25th "
AMSTERDAM, LONDON & ANTWERP	"DEUCALION"	1st June.
* GENOA, MARSEILLES & L'POOL	"HYSON"	8th "

\* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH  
THE NORTHERN PACIFIC RAILWAY CO.  
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL  
OVERLAND COMMON POINTS IN THE UNITED STATES  
OF AMERICA AND CANADA.

EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and	"TEUCER"	18th April.
all PACIFIC COAST PORTS, via		
NAGASAKI, KOBE and YOKOHAMA	"TYDEUS"	16th May.

WESTWARD.

FROM	STEAMERS	DUE
TACOMA, SEATTLE, VICTORIA and	"NINGCHOW"	25th April.
PACIFIC COAST	"YANGTZE"	25th May.

For Freight, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 10th April, 1906.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
NINGPO and SHANGHAI	"CHINKIANG"	11th April.
YOKOHAMA and KOBE	"TAIYUAN"	11th "
SHANGHAI	"SHAOHSING"	12th "
TIENSIN	"KASHING"	12th "
SWATOW, WEI-HAI-WEI, and		
TIENSIN	"HUICHOW"	16th "
MANILA, ZAMBOANGA, PORT DAR-		
WIN, THURSDAY ISLAND, COOK-		
TOWN, CAIRNS, TOWNSVILLE,	"CHINGTU"	20th "
BRISBANE, SYDNEY & MELBOURNE		

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

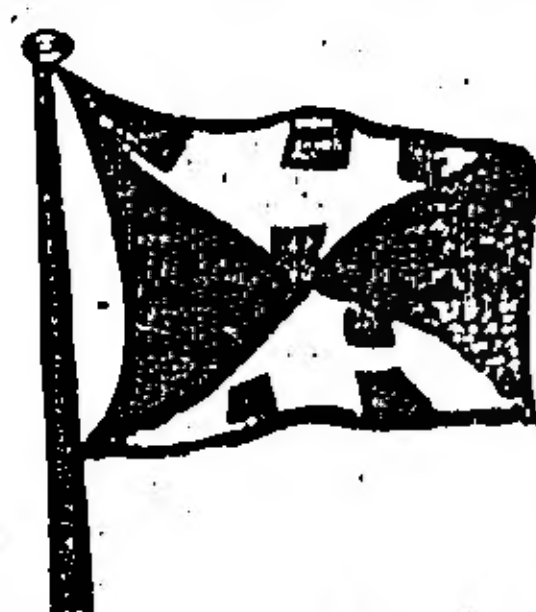
\* The Attention of Passengers is directed to the Superior Accommodation offered by these  
steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly  
qualified Surgeon is carried.

† Taking Cargo and Passengers at through Rates for all New Zealand and other Australian  
Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 10th April, 1906.



HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers  
between Hongkong and Manila.—Saloon amidships—Electric  
Light—Perfect Cuisine—Surgeon and Stewardess carried.  
—All the most up-to-date arrangements for comfort of  
Passengers.

CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. Almond	MANILA (DIRECT)	SATURDAY, 14th April, at Noon.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 21st April, at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,  
GENERAL MANAGERS.

Hongkong, 7th April, 1906.



HONGKONG-NEW YORK.

AMERICAN ASIATIC  
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast.)

Steamship	About
"RAMSAY"	25th May.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,  
General Agents.

Hongkong, 5th April, 1906.

Insurance.

NORTH GERMAN FIRE INSUR-

ANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above

Company are prepared to accept First

Class FOREIGN and CHINESE RISKS at

CURRENT RATES.

SIEMSEN & Co.

Hongkong 28th May, 1895.

THE Public are hereby informed that no

change has been made in the Rates of

Subscription to the Hongkong Telegraph and

they are warned against paying more than

Ten Cents (to cts.) per Single Copy.

THE MANAGER,

Hongkong Telegraph Co., Ltd.

Hongkong, 20th September, 1905.

Shipping-Steamers.

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"  
Captain T. AUSTIN, R.N.R.

THIS Steamer departs from Hongkong on  
Week Days, at 8 A.M. and on Sundays  
at 8.30 A.M. Departs from Macao on Week  
Days at 2.30 P.M. and on Sundays at 5.30 P.M.,  
if tide permits.  
FARES—Week Days, 1st Class, including  
Cabin and servant, Single \$3; Return Ticket,  
\$5; 2nd Class, \$1; and 3rd Class, 50 cents.  
Every Sunday will be an Excursion, at the  
following rates—1st and 2nd Class, Single  
Ticket, \$1; Return, \$2; 3rd Class, Single, 30  
cents, Return, 60 cents; Steerage, 10 cents.  
Breakfast, Tiffin and Dinner can be supplied  
either on Board, or at the Macao Hotel, for  
returning passengers only, at an extra charge  
of \$2.  
On Sundays, passengers desiring to have a  
Private Cabin which has accommodation for  
two or more passengers, will be charged \$3  
extra.  
First Class Passengers, who do not care to  
return on the Excursion Sunday, will be allowed  
to do so the following day (Monday) on pro-  
duction of the Return Half Ticket. Should  
the Steamer not run on the Monday, owing to  
the Boiler cleaning, due notice will be given  
by the Captain, and the Half Ticket will be  
available for the following day.  
The Steamer's wharf at Hongkong is at the  
Western end of Wing Lok Street.

SAM WANG CO.  
Hos. 2nd January, 1906.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Tons Captain  
"KWONG CHOW" 1,309 T. R. MEAD.  
"KWONG TUNG" 1,338 H. W. WALKER.  
Leave Hongkong for Canton at 9 every  
evening (Saturday excepted).  
Leave Canton for Hongkong about 5.30  
o'clock every evening (Sunday excepted).  
These Five New Steamers have unexcelled  
Accommodation for First Class Passengers and  
are lit throughout by Electricity. Electric Fans  
in First Class Cabins.

Passage Fare—Single Journey \$4  
Meals \$1 each.  
The Company's Wharf is a short distance  
West of the Harbour Master's Office.  
SHIU ON S.S. CO., LD., and  
YUEN ON S.S. CO., LD.,  
No. 8, Queen's Road West.  
Hongkong, 23rd August, 1905.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.)

For	Steamship	On
TIENSIN	ESANG	WEDNESDAY, 11th April, 3 P.M.
SHANGHAI	HANGSANG	THURSDAY, 12th April, 3 P.M.

† Taking Cargo on through Bills of Lading to Chefoo and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,  
General Managers.

Hongkong, 10th April, 1906.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND  
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.

FOR  
PORTLAND, OREGON.

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"NUMANTIA"	1,370	Feldmann	April 16th.
"ARABIA"	1,483	Melzenthin	May 22nd.
"ARAGONIA"	1,198	Ernst	June 11th.
"NICOMEDIA"	1,370	Wagemann	June 21st.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and  
other States Points. For through rates of Freight and further information, communicate  
with or apply to

S. SILVERSTONE, Acting General Agent.

NORDDEUTSCHER LLOYD, BREMEN.

NOTICE.

STEAM FOR  
KUDAT AND SANDAKAN.  
Taking Cargo at through rates to Tawau, Lahad  
Datu, Labuan, Jolo, Zamboanga and Menado.  
THE Company's Steamship

"BORNEO"  
Captain F. Sembill, (ready to load on Thursday,  
the 12th instant), will leave on SATURDAY,  
the 14th instant, at 9 A.M.  
For Freight or Passage, apply to  
NORDDEUTSCHER LLOYD,  
MELCHERS & Co.,  
Agents.

Hongkong, 4th April, 1906.

COMPAGNIE DES MESSAGERIES  
MARITIMES.

PAQUEOTS-POSTE FRANCAIS.  
FOR SHANGHAI, KOBE AND  
YOKOHAMA.

THE Company's Steamship

"POLYNESIE"  
Captain Broc, will be despatched as above, on  
or about MONDAY, the 16th instant.  
For Freight or Passage, apply to  
G. DE CHAMPEAUX,  
Agent.

Hongkong, 9th April, 1906.

"SHIRE" LINE.  
FOR LONDON AND ANTWERP.

THE Steamship  
"FLINTSHIRE"  
will be despatched for the above Ports, on or  
about the 15th May, 1906.  
For Freight etc., apply to  
SHEWAN, TOMES & Co.,  
Agents.

Hongkong, 6th April, 1906.

NAVIGAZIONE GENERALE ITALIANA,  
(Florida and Rubattino United Companies.)

STEAM FOR  
BOMBAY VIA SINGAPORE AND  
PENANG.  
Having connection with Company's Mail  
Steamers to ADEN, SUERZ, PORT SAID,  
MESSINA, NAPLES, LEGHORN  
and GENOA, also  
VENICE and TRIESTE, all MEDITER-  
RANEAN, ADRIATIC, LEVANTINE,  
and SOUTH AMERICAN PORTS  
up to CALLOAO.  
(Taking Cargo at through Rates to PERSIAN  
GULF, BAGDAD, also BARCE-  
LONA, VALENZA, ALICANTE,  
ALMERIA and MALAGA.)

THE Steamship  
"CAPRI"  
Captain Balotto, will be despatched as above,  
TO-MORROW, the 11th instant, at Noon,  
instead of as previously advertised.  
At BOMBAY, the Steamer is discharging in  
Victoria Dock.  
For further Particulars regarding Freight  
and Passage, apply to  
CARLOWITZ & Co.,  
Agents.

Hongkong, 10th April, 1906.

FOR YOKOHAMA AND KOBE.

THE Steamship  
"DORTMUND"  
Captain Wagner, will be despatched for the  
above Ports, on SATURDAY, the 14th instant,  
at 5 P.M.

HAMBURG-AMERIKA LINIE,  
Hongkong Office.

Eastern and Australian Steam-  
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,  
(Calling at Manila, Port Darwin and  
Queensland Ports, and taking through Cargo to  
Adelaide, New Zealand, Tasmania, &c.)

THE Steamship  
"EMPIRE"  
Captain Helms, will be despatched for the above  
Ports, on SATURDAY, the 14th instant, at  
Noon.

This well-known Steamer is specially fitted  
for Passengers, and has a Refrigerating Cham-  
ber which ensures the supply of Fresh Provi-  
sions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with  
the Electric Light.

A Stewardess and a duly qualified Surgeon  
are carried.

N.B.—To assure the additional comfort of  
passengers the Steamers of the Company have  
electric fans fitted in staterooms.

For Freight or Passage, apply to  
GIIBB, LIVINGSTON & Co.,  
Agents.

Hongkong, 3rd April, 1906.

HONGKONG AVERAGE MARKET  
PRICES.

Corrected 30th March, 1906. per \$ Mex.

BUTCHER MEAT.

	Cents.
Beef sirloin & prime cut—Mei Lung Pa	20
"Comed—Ham Ngau Yuk	20
"Roast—Shiu	20
"Breast—Ngau Lam	15
"Soup, Tong Yuk	18
"Steak—Ngau Yuk Pa	30
"Serjain—Ngau Lau	30
"Sausages—Ngau Yuk Chung	26
Bullock's Brains—Know	10
"Tongue fresh—Ngau Li	50
"Comed—Ham Ngau Li	60
"Head—Ngau Tau	10
"Heart—Ngau Sum	12
"Hump, Salt—Ngau Kin	20
"Feet—Ngau Kerk	each
"Kidneys—Ngau Yiu	11
"Tail—Ngau Mei	18
"Liver—Ngau Con	each
"Tripe (undressed)—Ngau To	6
Calves' Head and Feet—Ngau-chai- tau-keok	set
Mutton Chop—Yeung Pai Kwat	each
"Leg—Yeung Pei	25
"Shoulder—Yeung Shau	22
Pigs' Chillings—Chi cheong	23
"Brains—Chi Know	per set
"Feet—Chi Kerk	12
"Head—Chi Tau	15
"Heart—Chi Sum	each
"Kidneys—Chi Yiu	pair
"Liver—Chi Kon	8
Pork Chop—Chi Pai Kwat	20
"Comed—Ham Chu Yuk	each
"Leg—Chu Pei	23
"Fat or Lard—Chu Yau	15
Sheep's Head and Feet—Yeung Tau	55
Keok	each
"Heart—Yeung Sum	6
"Kidneys—Yeung Yiu	10
"Liver—Yeung Con	each
Sucking Pigs, To Order—Chu Chai	12
Suet, Beef—Sang Ngau Yau	16
"Mutton—Sang Yeung Yau	18
Veal—Ngau Chai Yuk	each
"Sausages—Ngau Chai Yuk Tong	15

POULTRY.

Chicken—Kai Chai	each
Capon, Large, Small—Sin Kai	30
Ducks—Ap	21
Doves—Pan Kau	each
Eggs, Hen—Kai Tan	per doz.
Fowls, Canton—Kai	each
"Hainan—Hoi Nam Kai	26
Geese—Ngo	18
Geese, Wild Shanghai—Sheung Hoi Ye	pair \$
Ngo	each \$
Musk Deer—Wong Keng	each \$
Hare—Tu Chai	each
Partridge—Che Khoo	26
Pheasant—Shan Kai	pair
Pigeons, Canton—Pak Kup	each
"Hoihow—Hoihow Pak Kup	27
Quail—Um Chun	each
Rice Birds—Wo Fa Cheuk	dozen
Snipe—Sa Chui	each
Turkeys, Cock—Fo Kai Kung	64
"Hen—Na	45
Wild Ducks, Shanghai, Sui-ai	pair
Teal, Shanghai, Sui Ap Chai	each
Wild Ducks Canton—Sang Shing Sui	75
Ap	per pair \$1.25

FISH.

Barbel—Ka Yu	each
Bream—Bin Yu	each
Canton Fresh Water Fish—Hoi Sin Yu	each
Carp—Li Yu	each
Catfish—Chik Yu	each
Codfish—Mun Yu	each
Crabs—Hai	each
Cuttle Fish—Muk Yu	each
Dab—Sa Mang Yu	each
Dace—Wong, Mei Lun	each
Dog Fish—Tit Tu Sa	each
Eels, Congor—Hai Man Yu	each
"Fresh water—Tam Sui Yu	each
"Yellow—Wong Sin	each
Frogs—Tien Kai	each
Garoupa—Sek Pan	each
Gudgeon—Pak Kup Yu	each
Herrings—Tao Pak	each
Halibut—Cheung Kwan Yu	each
Lobster—Wong Fa Yu	each
Loach—Wu Yu	each
Lobster—Lung Ha	each
Mackerel—Chi Yu	each
Monk Fish—Mon Yu	each
Mullet—Chai Yu	each
Oysters—Sang Hoo	each
Parrotfish—Kai Kung Yu	each
Perch—Tau Loo	each
Pike—Fa Paw Poong	each
Plaice—Pan Yu	each
Pomfret, Black—Hak Cheung	each
Pomfret, White—Pak Cheung	each
Prawns—Ming Ha	each

Ray—Poi Pa Sa	each
Rock Fish—Sek Kau Kung	each
Roach—Chun Yu	each
Salmon, (Ct'n), fresh water—Ma Yau	each
Yu	each
Shark—Sa Yu	each
Skate—Po Yu	each
Shrimps—Ha	each
Snapper—Lap Yu	each
Soles—Tat Sa Yu	each
Tench—Wan Yu	each
Turbot—Che Hoi Yu	each
Turtles, small, fresh water—Keok Yu	each
White Bait—Ngau Yu Chai	each

FRUITS.

Almond—Hung Yau	each
Apples, (California)—Kam San Ping	each
"Ko	each
"(Chefoo)—Tin Chun Ping	each
"Small—Hoi Tong	each
Custard—Fan Lai Chi	each
Bananas, fragrant, Canton—Sang Sheng	each
Heung Chiu	each
"(brides), Macao—San Heung Chiu	each
Chestnuts, Chinese—Foong Lut	each
Carambola—Yeung Toi	each
Cocoanuts—Yeh Ts	each
Grapes—Sin Tai Ts	each
Lemons, China—Ning Moong	each
"Amer—Kun San Ning Moong	each
Lichees, Dried—Lai Chi Con	each
"Fresh, Lai Chi	each
Limes, (Sai Gon)—Sai Kung Ning	each
Moong	each
Mango, Manila—Lui Sung Moong	each
Mango, Saigon—Sai Kung Moong	each
Mangosteens, San Chuk Ts	doz.
Oranges, (Canton)—Sang Sheng Tim	each
Chang	each
"Small—Tai Kut	each
"Mandarin—Tim Kut	each
Olives—Pak Lam	each
Pears, (American)—Kam San Shut Li	each
"(Canton), Cooking—Sa Li	each
"(Shanghai)—Sheung Hoi Li	each
Peanuts—Fa Sang	each
Persimmons Large—Hung Chie	each
Pine-apples, 1st quality—Sheung Poon	each
"2nd quality—Chung-tang	each
"Paw-low	each
Platams—Tai Chen	each
Plums, Swatow—Hung Lai	each
Pumelo, Siam—Chim, Lo Yau	each
Walnuts, Hop Yau	each
"Green—Sang Hop Tuo	each

VEGETABLES, &c.

Artichokes, Shanghai—Sheung Hoi Ah	each
Chi Chai	each
Beans, (French) Macao—Oh Moon Pin	each
Tau	each
Beans, (French), Shanghai—Sheung Hoi	each
Pia Tau	each
Beans, Sprout—Ah Choi	each
Beans Long—Tau Kok	each
Beet Root—Hung Choi Tau	each
Brinjals, Green—Cheng Yuen Ker	each
Brinjals, Red—Hung Ker	each
Brassica—Pak Choi	each
Bamboo Shoots—Chook Shun	each
Cabbage, Chinese, com.—Kai Choy	each
Cabbage Root—Kai Lan Tau	each
Cabbage, (Shanghai)—Yeh Choi	each







## Mails.

MESSAGERIES  
MARITIMES  
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,  
SINGAPORE, BATAVIA,  
COLOMBO, ADEN, EGYPT,  
MARSEILLES, LON-  
DON, HAVRE, BORDEAUX,  
MEDITERRANEAN AND BLACK SEA PORTS.

## The S.S. "ARMAND BEHIO."

Captain E. Guionnet, will be despatched for  
MARSEILLES on TUESDAY, the 17th  
April, at 1 P.M.  
Passage tickets and through Bills of Lading  
issued for above ports.  
Cargo also booked for principal places in  
Europe.

Next sailings will be as follows:—

S.S. *ERNEST SIMONS*..... 1st May.  
S.S. *POLYNESIEN*..... 15th May.  
S.S. *CALEDONNIEN*..... 29th May.  
S.S. *SALAZIE*..... 12th June.  
S.S. *TOURANE*..... 26th June.

G. DE CHAMPEAUX,  
Agent.

Hongkong, 5th April, 1906.

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

STEAM FOR  
STRAITS, CEYLON, AUSTRALIA, INDIA,  
ADEN, EGYPT, MEDITERRANEAN  
PORTS, PLYMOUTH AND  
LONDON.

(Through Bills of Lading issued for BATAVIA,  
PERSIAN GULF, CONTINENTAL, AMERI-  
CAN and SOUTH AFRICAN PORTS.)

## THE Steamship

"ARCADIA"  
Captain W. W. Cooke, R.N.R., carrying His  
Majesty's Mails, will be despatched from this  
for BOMBAY, on SATURDAY, the 22nd  
April, 1906, at Noon, taking Passengers and  
Cargo for the above ports in connection with  
the Company's S.S. *Victoria*, 6,522 tons, from  
Colombo, Passengers' accommodation in which  
vessel is secured before departure from Hong-  
kong.

Silk and Valuables, all Cargo for France  
and Tea for London (under arrangement) will  
be shipped at the Office into the Mail  
steamer proceeding direct to Marseilles and  
London; other Cargo for London, &c., will be  
conveyed from Bombay by the R.M.S. *Arabia*,  
due in London on the 3rd June, 1906.  
Parcels will be received at this Office until  
P.M. the day before sailing. The Contents and  
Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 7th April 1906.

## Intimations.

## CUTLER, PALMER &amp; CO.

## WINE &amp; SPIRIT MERCHANTS,

OF  
LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

	Per Case.
BRANDY * * * *	\$22.50
" " " "	20.00
" " " "	16.75
WHISKY, PALL MALL	20.00
" JOHN WALKER & SONS' OLD HIGHLAND	12.50
" C. P. & CO'S SPECIAL BLEND	10.50
PORT WINE, INVALIDS	20.00
" DOURO	13.75
SHERRY, AMOROSO	20.00
" LA TORRE	16.00
BENEDICTINE, D.O.M.	40.50

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.,

HONGKONG AGENTS.

Hongkong, 15th November, 1905.

## ACHEE &amp; CO.

ESTABLISHED 1859.

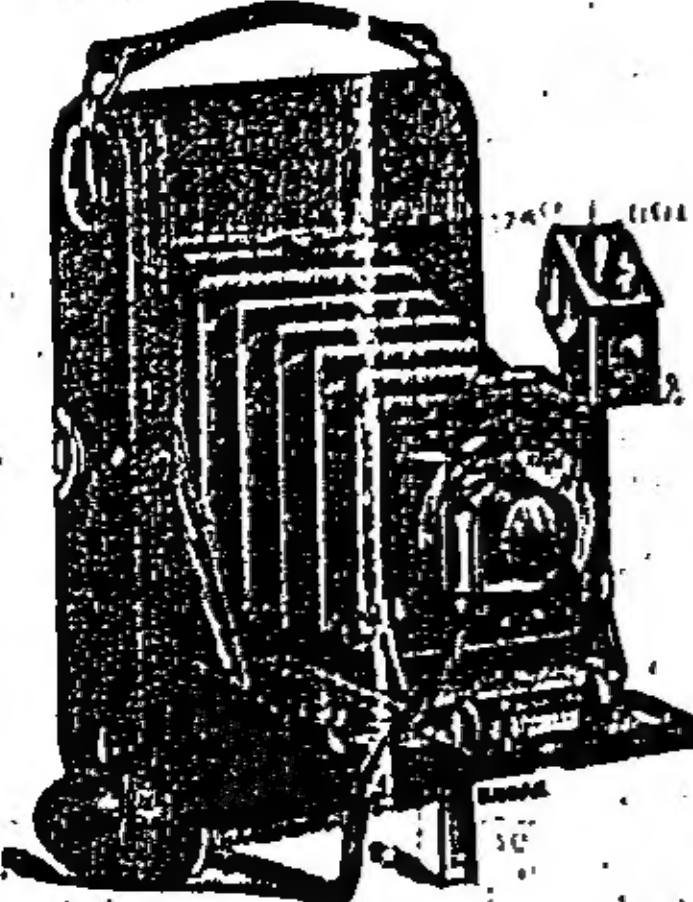
## FURNITURE,

## DEPOT

GENERAL HOUSEHOLD

REQUISITES.

&C., &C., &C.



EASTMAN'S

KODAKS, FILMS,

AND

ACCESSORIES.

AMATEUR WORK Receives PROMPT and CAREFUL ATTENTION.  
Hongkong, 16th May, 1901.

## SHARE QUOTATIONS.

Supplied by Messrs. B. S. KADOORIE & Co. Corrected to noon: later alterations given in det. "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.		LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATION.
				RESERVE.	AT WORKING ACCOUNT.			
BANKS.								
Hongkong & Shanghai Banking Corporation .....	70,000	\$125	\$125	{ \$1,000,000 \$9,500,000 \$250,000	\$1,699,777	{ £1 15/- div. and £1 bonus @ ex. 2/9/16 } = \$26.87 for 2nd half-year 1905 .....	5 %	{ \$860 sales London 290 \$40 buyers
National Bank of China, Limited .....	99,925	£7	£5	\$200,000	\$41,768	\$2 (London 3/6) for 1905 .....		
MARINE INSURANCES.								
Canton Insurance Office, Limited .....	10,000	\$250	\$50	{ \$1,600,000 \$147,855	\$211,540	\$20 for 1904 .....	6 %	\$355
China Traders' Insurance Company, Limited .....	24,000	\$83.33	\$25	{ \$950,000 \$109,215 \$202,455 \$296,955	Nil.	\$41 for year ended 30.1.1905 .....	4 1/2 %	\$96 buyers
North China Insurance Company, Limited .....	10,000	£15	£5	{ £110,000 Tls. 100,000 Tls. 50,000	Tls. 302,053	Final of 7/6 making 15/- for 1904 .....	5 1/2 %	Tls. 92 1/2
Union Insurance Society of Canton, Limited .....	10,000	\$250	\$100	{ \$2,000,000 \$331,451 \$1,043,910 \$1,152,364 \$750,000 \$50,000 \$5,000	\$2,330,112	\$40 for 1904 .....	5 %	\$790 buyers
Yangtze Insurance Association, Limited .....	8,000	\$100	\$60	{ \$1,000,000 \$88,941 \$250,000 \$500,000 \$154,331 \$120,000 \$24,150	\$476,284	\$12 and \$3 special dividend for 1903 .....	8 %	\$90 sales
FIRE INSURANCES.								
China Fire Insurance Company, Limited .....	20,000	\$100	\$20	{ \$1,000,000 \$229,418 \$26,600	\$3,400.8	\$6 for 1904 .....	7 %	\$87 buyers
Hongkong Fire Insurance Company, Limited .....	8,000	\$250	\$50	\$1,221,928	\$421,618	\$25 for 1904 .....	7 1/2 %	\$305
SHIPPING.								
China and Manila Steamship Company, Limited .....	30,000	\$25	\$25	{ \$6,000 \$261,638 \$88,941	\$16,563	\$1 1/2 for 1905 .....	8 1/2 %	\$18
Douglas Steamship Company, Limited .....	20,000	\$50	\$50	{ \$250,000 \$250,000 \$250,000 \$154,331 \$120,000 \$24,150	Nil.	\$3 1/2 for year ended 30.6.1905 .....	8 1/2 %	\$41 buyers
Hongkong, Canton & Macao Steamboat Co., Ltd. ....	70,000	\$15	\$15	{ \$500,000 \$154,331 \$120,000 \$24,150	\$21,080	\$1 for second half-year 1905 .....	8 1/2 %	\$24 1/2
Indo-China Steam Navigation Company, Limited .....	60,000	£10	£10	{ £120,000 Tls. 100,000 Tls. 50,000	£4,435	12/- @ 1/10 = \$6.2951 for 1905 .....	6 1/2 %	\$94
Shanghai Tug and Lighter Company, Limited .....	100,000	Tls. 50	Tls. 50	{ Tls. 100,000 Tls. 50,000 Tls. 50,000	Tls. 21,156	{ Final Tls. 3 making Tls. 5 for 1905 Final Tls. 1 1/2 making Tls. 3 1/2 for 1905 .....	7 %	Tls. 18 buyers
Do. (Preference) .....	100,000	Tls. 50	Tls. 50	{ Tls. 100,000 Tls. 50,000 Tls. 50,000	Tls. 21,156	1/- (Coupon No. 6 for 1905 .....	4 %	Tls. 50 buyers
Shell Transport and Trading Company, Limited .....	2,000,000	£1	£1	{ \$4,144 \$65,000 \$24,257	107,815	{ \$1.80 } for year ending 30.1.1905 .....	4 1/2 %	\$32
"Star" Ferry Company, Limited .....	10,000	\$10	\$5	{ Tls. 98,000 Tls. 350,479 Tls. 48,000 Tls. 81,200	1929	{ \$0.90 }	4 %	\$23
Astor Tug and Lighter Company, Limited .....	30,000	Tls. 50	Tls. 50	{ Tls. 100,000 Tls. 100,000 Tls. 100,000	Tls. 13,913	Final of Tls. 2 making Tls. 4 for 1905 .....	11 %	Tls. 37 1/2 sales
REFINERIES.								
China Sugar Refining Company, Limited .....	20,000	\$100	\$100	{ \$850,000 \$450,000 \$400,000	\$40,914	Final of \$15 making \$25 for 1905 .....	13 1/2 %	\$180
Luzon Sugar Refining Company, Limited .....	7,000	\$100	\$100	{ none \$132,588	\$132,588	\$3 for 1897 .....		\$25
Perak Sugar Cultivation Company, Limited .....	7,000	Tls. 50	Tls. 50	{ Tls. 100,000	Tls. 3,723	Tls. 2 1/2 for year ending 30.9.04 .....		Tls. 70 buyers
MINING.								
Chinese Engineering and Mining Company, Ltd. ....	1,000,000	£1	£1	{ £80,000 £26,011	£13,355	Final of 1/- (No. 5) .....		Tls. 10 1/2 buyers
Consolidated Mining Company, Limited .....	500,000	G. \$10	G. \$10	{ none	G. \$90,950	Final of 50 cents making G. \$1 for 1905 ..		G. \$16
Sub Australian Gold Mining Company, Limited .....	50,000	£1	£1	{ £4,873	Dr. £8,745	No. 12 of 1/- = 48 cents .....		\$3 sales
DOCKS, WHARVES & GODOWNS.								
Farham, (S. C.) Boyd & Co., Limited .....	55,200	Tls. 100	Tls. 100	{ Tls. 1,000,000	Tls. 34,924	Interim of Tls. 4 for year 1905/6 .....	10 %	Tls. 118 buyers
Fenwick (Geo.) & Co., Limited .....	18,000	\$25	\$25	{ \$70,000	\$8,915	\$2 for 1905 .....	9 %	\$22 1/2
Hongkong & Kowloon Wharf and Godown, Co., Ltd. ....	40,000	\$50	\$50	{ \$50,000 \$65,160 \$20,000	\$20,040	Final of \$3 1/2 making 16 for 1905 .....	6 %	\$104 buyers
Long and Whampoa Dock Company, Ltd. ....	10,000	\$50	\$50	{ \$50,000 \$18,000	\$362,232	\$6 for second half-year 1905 .....	7 %	\$170
New Amoy Dock Company, Limited .....	10,000	\$54	\$54	{ Tls. 487,210 Tls. 57,055 Tls. 17,500	\$2,221	\$1 for 1905 .....	6 %	\$17 buyers
Shanghai and Hongkew Wharf Company .....	12,000	Tls. 100	Tls. 100	{ Tls. 120,000	Tls. 57,65	Final of Tls. 8 making Tls. 14 for 1905 ..	6 1/2 %	Tls. 217 1/2 buyers
Yangtze Wharf and Godown Company, Limited .....	2,500	Tls. 100	Tls. 100	{ Tls. 17,500	Tls. 1,762	Tls. 18 for 1904 .....	7 1/2 %	Tls. 230 buyers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd. ....	25,000	Tls. 100	Tls. 100	{ none	none	First year .....		Tls. 100
Astor House Hotel Company, Limited (Shanghai) ..	10,000	\$25	\$25	{ \$14,516 Tls. 34,000 Tls. 8,000	\$9,028	\$2 1/2 for year ended 30.6.1905 .....	8 1/2 %	\$30
Astor House Hotel, Limited (Tientsin) .....	10,000	Tls. 10	Tls. 10	{ Tls. 8,000	Tls. 806	Interim of Tls. 5 for year 1905/6 .....	7 1/2 %	Tls. 140 buyers
Central Stores, Limited .....	6,000	\$15	\$15	{ none	\$4,719	{ \$2.40 on \$12 for 1905 7 % on \$7 1/2 for 1905 .....	13 1/2 %	{ \$15 1/2 \$152 buyers \$300 buyers
Do. (new issue) .....	24,000	\$15	\$15	{ none	\$4,719	None .....		
Do. (Founders') .....	123	\$15	\$15	{ \$64,975 \$24,071	1619	\$5 for second half-year 1905 .....	7 1/2 %	\$133 buyers
Hongkong Hotel Company, Limited .....	12,000	\$50	\$50	{ \$150,000 \$12,071	\$67,839	Final of \$3 1/2 making \$7 for 1905 .....	6 %	\$116 buyers
Hongkong Land Investment and Agency Co., Ltd. ....	10,000	\$100	\$100	{ Tls. 25 Tls. 24,986	Tls. 7,202	Interim of Tls. 1 .....	14 %	Tls. 17
Hotel des Colonies Company, Limited .....	9,000	Tls. 25	Tls. 25	{ none	\$4,699	Final of \$6 making \$10 .....	10 %	\$100
Hotel Metropole Company, Limited .....	2,000	\$100	\$100	{ none	\$5,070	82 cents for 1905 .....	7 1/2 %	\$11 buyers
Humphreys Estate & Finance Company, Limited .....	10,000	\$10	\$10	{ \$50,000	\$5,070	\$2 1/2 for 1905 .....	6 1/2 %	\$39
Kowloon Land and Building Company, Limited .....	6,000	\$50	\$50	{ none	\$574			
Shanghai Land Investment Company, Limited .....	12,000	Tls. 50	Tls. 50	{ Tls. 909,591 Tls. 170,000	Tls. 52,194	Final of Tls. 3 making Tls. 6 for 1905 .....	5 %	Tls. 117 buyers
West Point Building Company, Limited .....	12,500	\$50	\$50	{ none	\$772	Final of \$1.90 making \$3.65 for 1905 .....	7 %	\$53
COTTON MILLS.								
Iwo Cotton Spinning and Weaving Company, Ltd. ....	15,000	Tls. 50	Tls. 50	{ Tls. 45,939	Tls. 100,000	Tls. 8 for year ended 31.10.1905 .....	12 1/2 %	Tls. 64 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited .....	125,000	\$10	\$10	{ \$30,000	\$23,264	\$1 for the year ending 31.7.05 .....	4 1/2 %	\$14 1/2 sellers
International Cotton Manufacturing Company, Ltd. ....	10,000	Tls. 75	Tls. 75	{ Tls. 100,000	Tls. 18,718	3 % a/c 1898 .....		Tls. 61 buyers
Lao-kung-mow Cotton Spinning & Weaving Co., Ltd. ....	8,000	Tls. 100	Tls. 100	{ none	Tls. 30,763	Tls. 8 for 1905 .....	12 %	Tls. 67 1/2 sellers
Loy Chee Cotton Spinning Company, Limited .....	2,000	Tls. 500	Tls. 500	{ Tls. 18,406	Tls. 35,986	Tls. 25 for 1905 .....	8 1/2 %	Tls. 300
MISCELLANEOUS.								
Anglo-German Brewery Company, Limited .....	4,000	\$100	\$100	{ none	\$1,066	\$7 for 1905 .....	7 %	\$100
Kell's Asbestos Eastern Agency, Limited .....	8,604	12/6	12/6	{ £314	\$770	1/3 per share for 1904 .....	9 %	\$74
Campbell, Moore & Co., Limited .....	1,200	\$10	\$10	{ \$9,000	\$1,097	\$3 for 1905 .....	9 1/2 %	\$22 ex div.
China-Borneo Company, Limited .....	60,000	\$12	\$12	{ none	Nil.	\$10 for 1904 .....	12 1/2 %	\$64
China Flour Mill Co., Limited .....	4,000	Tls. 50	Tls. 50	{ Tls. 50,000	Tls. 289	Final of Tls. 5 making Tls. 10 for 1905 ..	6 %	Tls. 80 ex d. b.
China Light and Power Company, Limited .....	50,000	\$10	\$10	{ none	\$1,210	60 cents for year ended 28.2.05 .....	9 %	\$10 buyers
China Provident Loan & Mortgage Company, Ltd. ....	100,000	\$10	\$10	{ \$8,000	\$1,581	80 cents for 1905 .....	9 %	\$9
Dairy Farm Company, Limited .....	25,000	\$7 1/2	\$7 1/2	{ \$40,000 \$2,854	\$2,854	\$1.20 for year ending 31.7.1905 .....	7 1/2 %	\$16
Green Island Cement Company, Limited .....	150,000	\$10	\$10	{ \$500,000	\$52,291	\$2 dividend and 50 cents bonus for 1905 ..	8 1/2 %	\$30
Hall & Holtz, Limited .....	21,000	\$20	\$20	{ \$186,000	\$7,551	Final of \$1 1/2 mak'g \$2 1/2 for year 29.2.05 ..	11 1/2 %	\$22 buyers
Hongkong Electric Company, Limited .....	60,000	\$10	\$10	{ none	\$2,151	{ \$1.00 } for year ending 31.4.1905 { 50 cents }	6 %	\$16 1/2
Hongkong High-Level Tramways Company, Ltd. ....	1,250	\$100	\$100	{ \$50,000	\$2,796	\$15 for year ending 31.11.1904 .....	7 %	\$215 buyers
Hongkong Ice Company, Limited .....	5,000	\$25	\$25	{ \$18,000	\$3,776	Final of \$15 making \$19 for 1905 .....	8 %	\$235 buyers
Hongkong Rope Manufacturing Company, Ltd. ....	10,000	\$50	\$50	{ \$60,000	\$5,813	\$9 for 1905 .....	6 1/2 %	\$43
Hongkong Steam Waterboat Company, Limited .....	15,000	\$10	\$10	{ \$50,000	\$8	Final of 50 cents making \$1 for the year ..	10 %	\$10 sellers
Maatschappij tot Mijn. Bosch en Landbouwerij op te bouwen in Langkat, Limited .....	25,000	Gs. 100	Gs. 100	{ Tls. 528,210 Tls. 19,465	Tls. 15,849	{ first interim of Tls. 7 1/2 paid 15.3.06 account } { 1906 }	9 1/2 %	Tls. 232 1/2 buyers
Philippine Company, Limited .....	67,500	\$10	\$10	{ none	Dr. P. 34,324	None .....		\$5 buyers
Shanghai Gas Company, Limited .....	16,000	Tls. 50	Tls. 50	{ Tls. 165,000	Tls. 11,017	{ Tls. 3 1/2 final & Tls. 1 1/2 bonus making } { Tls. 8 1/2 1905 }	6 1/2 %	Tls. 130 buyers
Shanghai Horse Bazaar Co., Ltd. ....	5,400	Tls. 50	Tls. 50	{ Tls. 45,000 Tls. 37,000 Tls. 8,000	Tls. 0,751	Tls. 6 for 1904 .....	9 %	Tls. 67 1/2
Shanghai Pulp and Paper Company, Limited .....	4,500	Tls. 100	Tls. 100	{ Tls. 24,820 Tls. 25,000	Tls. 2,753	Final of Tls. 8 making Tls. 14 for 1905 ..	9 %	Tls. 150 sellers
Shanghai-Sumatra Tobacco Company, Limited .....	30,000	Tls. 20	Tls. 20	{ Tls. 193,000	Tls. 1,452	Final of Tls. 3 making Tls. 5 for 1905 .....	8 %	Tls. 62 buyers
Shanghai Waterworks Company, Limited .....	7,200	\$20	\$20	{ Tls. 193,000	Tls. 85,592	Final of 37/6 making 53/6 for 1905 6 .....		Tls. 400 ex div.
South China Morning Post, Limited .....	6,000	\$25	\$25	{ none	Dr. \$5,068	First year .....		Tls. 200 buyers
Steam Laundry Company, Limited .....	20,000	\$5	\$5	{ none	\$1,134	50 cents for year ended 31.5.05 .....	8 1/2 %	\$20
Tientsin Waterworks Company, Limited .....	2,000	Tls. 100	Tls. 100	{ Tls. 15,295 Tls. 4,000	Tls. 1,012	Interim of Tls. 4 for year 1905/6 .....	7 1/2 %	Tls. 110
United Asbestos Oriental Agency, Limited .....	9,000	\$10	\$10	{ \$30,000	\$551	{ 80 cents } for year ended 31.5.1905 .....	9 %	\$9
Do. (Founders') .....	100	\$10	\$10	{ \$22,000	\$551	{ \$19.80 }	11 %	\$180
Watson, (A. S.) & Co., Limited .....	90,000	\$10	\$10	{ \$30,000 \$25,000	\$6,096	Interim of 50 cents for 1905 .....	7 1/2 %	\$23 sales
William Powell, Limited .....	15,000	\$10	\$10	{ \$4,500	\$676	Interim div. of 50 cts. for the year 1905/6 ..		\$20 ex div.